

**A. Amendment to the Specification**

Please replace paragraph 32 with the following amended paragraph.

[0032] During operation of the engine the crankshaft output shaft 84 rotates the drive pulley 95 transferring power to drive belt 92 causing drive pulley 96 to rotate. Rotation of drive pulley 96 causes the rotation of gear shaft 67. Teeth of gear shaft 67 move and force the teeth of gear shaft 66 to move forcing rotation of gear shaft 66. Rotation of gear shafts 66 and 67, which are closely confined in partial cylinders 53 and 54 moves air received from intake port 40 along the circumference of partial cylinders 53 and 54 and into passage 50 from which it passes into cylinder 60. As crankshaft 85 rotates crankshaft rod journal 81 pushes rotatable connecting rod 79 which pushes the rotatably connected piston pin 70 and piston 76 towards internal wall 35, thereby reducing the volume within cylinder 60 and compressing the air held therein into passage 50. When piston 76 reaches approximately top dead center the fuel supply means fuel injector 52 injects fuel into passage 50 containing the compressed air from the air compressor. High temperature of the compressed air confined within passage 50 ignites the incoming fuel from fuel injector 52 and combustion begins. The result of such arrangement is that the positive displacement gear type compressor continues to force more combustible material into a space in the engine where combustion or detonation begins or is initiated, thereby continuously forcing combustible material into that space within the engine. The power of combustion is simultaneously transferred to the reciprocating assembly and the compressor during combustion.